



The Rhumb Line

Maine Maritime Museum

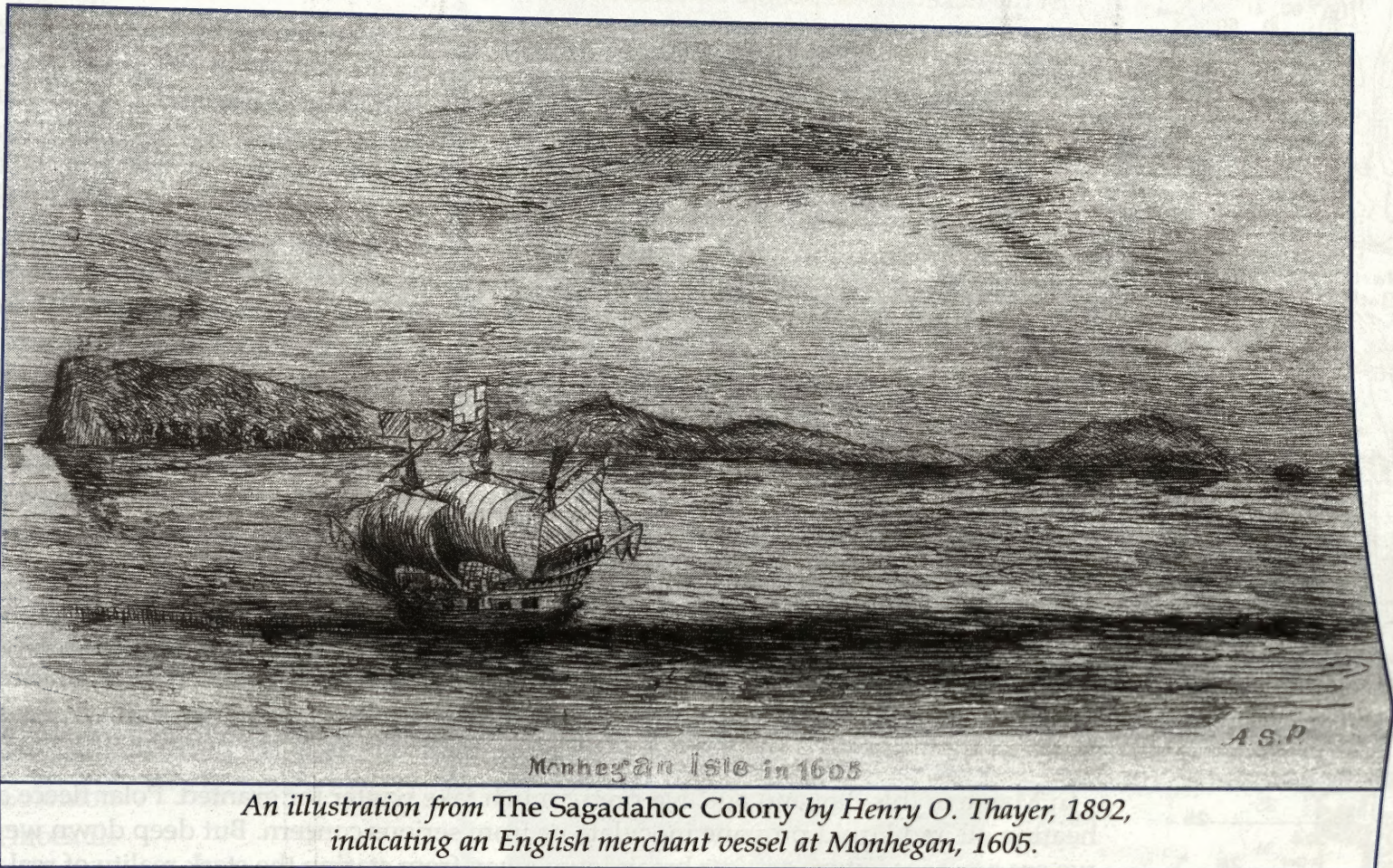
Winter 2004/2005

Explore Maine's Maritime History Where It Began!

Number 40

The Popham Colony: One Year in 10,400 Years of Life in Maine

By Thomas R. Wilcox, Jr.



An illustration from *The Sagadahoc Colony* by Henry O. Thayer, 1892, indicating an English merchant vessel at Monhegan, 1605.

In at least two places in the country, planning is already well under way to commemorate the quadricentennial of English colonization in the Western Hemisphere – a full 13 years before the equivalent commemoration of the celebrated Pilgrims' arrival at Plymouth.

Jamestown, Virginia is one place, of course, where colonists of the London Company under the Virginia Charter created a toehold on a mosquito-ridden riverbank in present-day Virginia.

The other, much less well known, is Popham Beach, Maine where, in exactly the same year (1607), colonists from the Plymouth Company, under the same charter, established a similar toehold on an icy-cold riverbank at the mouth of the Kennebec River. Neither colony would fare well in their first year and, in fact, the Popham Colony would begin folding its tent before one year was up and did so completely after a total of 14 months in Maine.

We will begin our story with a kidnapping.

The few hundred years leading to the beginning of North American Native people's contact with Europeans, referred to

now by archeologists as the Ceramic Period, marked the end of 10,000 or so years of population of the so-called Maritime Peninsula that is New England and the Canadian Maritime Provinces – bounded on the north by the St. Lawrence River and to the south and east by the Atlantic Ocean and the Gulf of Maine.

Ten millennia ago, the people that began moving onto the peninsula at the retreat of the ice sheets found first relatively open plains or tundra, sparsely wooded in the south. About 5,000 years ago, the end of the Paleo-Indian Period and the beginning of the Archaic Period, a clear maritime tradition had begun in the sense of the sea becoming increasingly important as a source of food.

In the last hundreds of years before our story gets detailed, Maine is heavily forested, game is abundant and its waters team with aquatic life. The Native people are decidedly hunters and gatherers and they have tamed the waters near which they live. Except in the westernmost area, in the vicinity of the Saco River

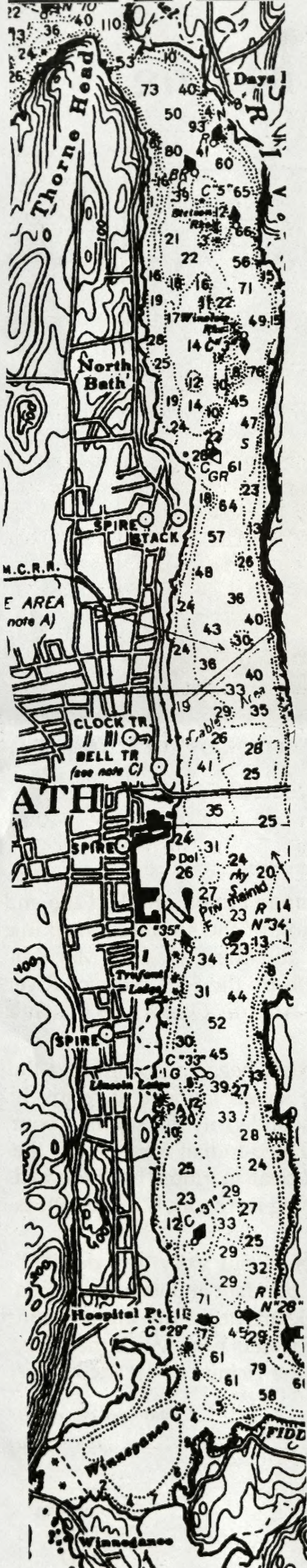
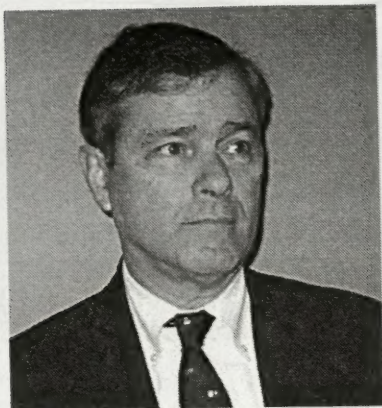
(continued on page 4)

MAINE MARITIME MUSEUM

243 Washington Street, Bath, Maine 04530
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Our Mission is to collect, preserve and interpret materials relating to the maritime history of Maine and to promote an understanding and appreciation thereof.

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From The Chart Table

Fall of the year.

With a heightened awareness of the circumstances of life in Maine at the very beginning of the seventeenth century brought about by researching the article that appears nearby, I find it sobering to imagine our forebears' preparations for the oncoming winter – both Native people and European settlers.

For the Native people, the likely shift from alongshore sites to ones slightly to quite a bit farther inland – due to seasonal changes in flora and fauna as well as the likely departure of European traders and fishermen across the sea – was part of the rhythm of the year, much more matter of fact. Structures could be relatively easily struck and packaged for transport inland. Key tools, weapons, clothing and staple foods were customarily carried. Campsites located to take maximum advantage of the low winter sun and minimize the reach of the frigid north winds would be just the ticket. These people had millennia to learn how to live if not thrive in this environment.

For the European settlers like the forty plus in the party of George Popham and Raleigh Gilbert there would likely be some considerable trepidation in the autumn of 1607. Word of Champlain's hard winter farther up this coast would have certainly filtered to England. Captain Hanham left the coast the previous October and could have reported to Popham and his company about chilly evenings on the coast. After all, it does snow in England. But as they looked over the meager bulwarks of the little fort they had built in the past two or three months and drew their cloaks a little closer around them in the early mornings of October, they were still looking at clear, blue water in the river and the brilliance of changing leaves on the hills down to the waters edge. They could hardly imagine, but would soon know intimately, the bone-numbing blast of arctic wind shearing down the river directly into their settlement and experience the river choked with great fields of ice and hear it crashing and grinding against the shore. They would know privation as stores waned.

Romantic ruminations of past notwithstanding, your Museum is just about battened down for its winter of 2004/2005. In a few days, our Pirates' Party will be over; the schooners *Maine* and *Sherman Zwicker* will have departed for Riggs Cove and Boothbay Harbor. Floats, boats and moorings are nearly all hauled. Picnic tables and benches are stowed. The water's turned off on the piers and in the Visiting Yachtsman's Building.

But the galleries are warm and toasty. The historic Percy & Small Buildings are not, but neither were they a hundred years ago and they are open for business – sounds and all. The lower pegs are increasingly in use in the cloakroom as school kids begin their winter programs: Focused Learning Experience (FLEX), Scout Camp-ins and the South Bristol Discovery Boatbuilding Program.

In Maine in this day and age, we pretty much take winter for granted. Polar fleece and down, heating oil and liquid propane inoculate us from serious concern. But deep down we know that we are a power failure or a car breakdown away from staring the stark reality of real winter straight in the face. Think of our forebears and a whole season of it!

Tom

Thomas R. Wilcox, Jr.
Executive Director

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Arriving Collections!

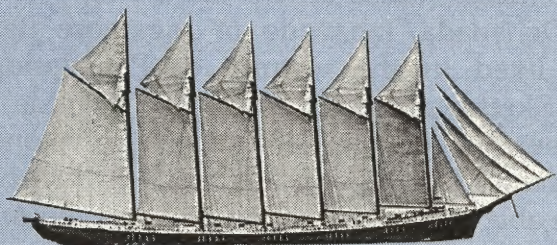


Left to right: Captain Edward C. Palmer (an oil painting of), Museum registrar Chris Hall, donors Henry and Jane Keene. In August of 2004, the Keenes came to the Museum to make a donation of Capt. Palmer's portrait, an 1863 log-book kept by the captain, and 48 sea charts and a chart chest used by him. Captain Edward C. Palmer at one time commanded the ship Belle O'Brien, part of the fleet of Edward O'Brien of Thomaston. Henry Keene, a Trustee of the Museum, is an O'Brien family descendent. The Keenes had purchased the items at auction because of the family connection and wanted to help build the Museum's collection of O'Brien-related artifacts. They also recorded as much as possible of the provenance, or historical background information, of the items, and passed that along to the Museum at the time of the donation. Documentation of Maine's maritime families in museums often depends on the actions of generous family members.



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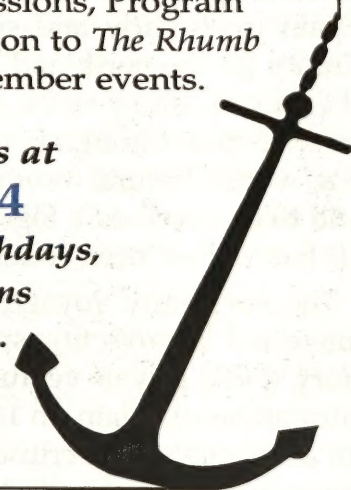
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The Popham Colony *(continued from page 1)*

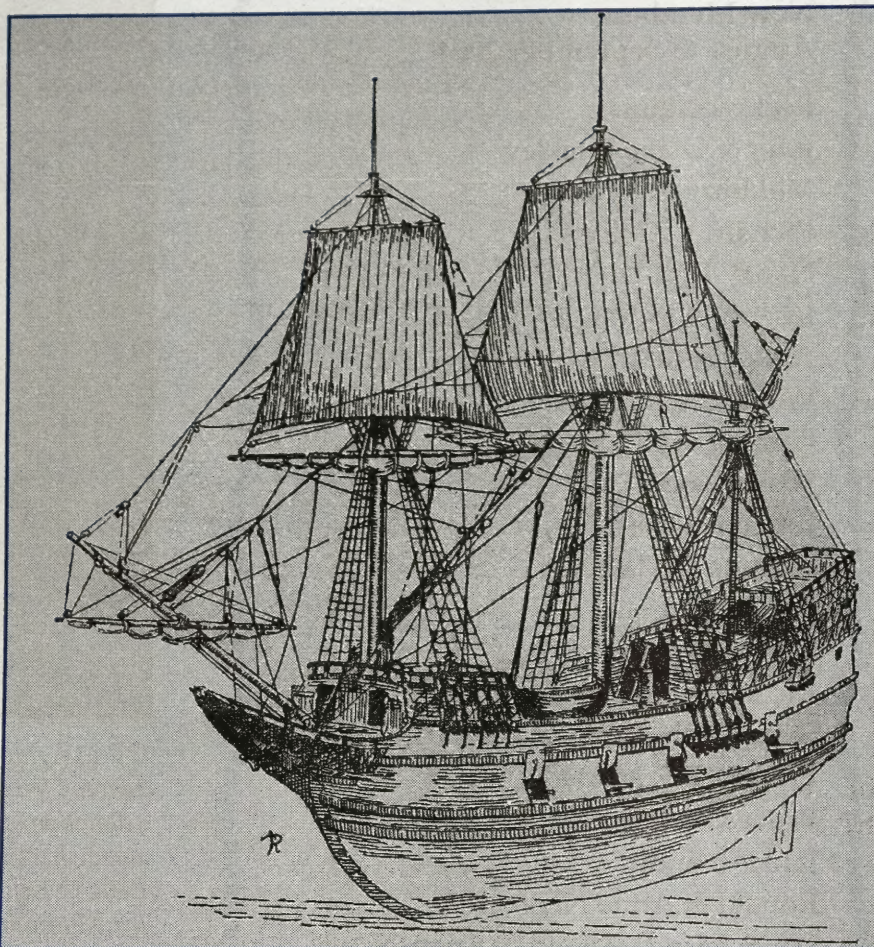
and west, the planting of maize and squash was not yet part of the tradition. Archeological studies of sites in Maine and other sources reveal the likelihood of smallish social groups, organized approximately along family lines, with the major and minor leaders selected by virtue of skill or accomplishment versus heredity. They tended to live along the big rivers: Saco; Androscoggin; Kennebec; Penobscot. Evidence is clear that diets consisted of a variety of fish and game as well as berries, nuts and rice. The Native people that lived roughly east of the Kennebec are generally classified today as Etechins. Roughly from the Kennebec westwards to land of the people of Massachusetts Bay were people classified as Abenaki. Below these classifications were smaller groups whose names resemble the rivers along which they lived (i.e., Penobscot). All of these people spoke a language grouped as Algonquian but with many local dialects. Relations between the people of the east and the Abenaki to the west seems always to have been strained, a condition that would become exacerbated at the coming of the Europeans. The oral tradition and some archeological evidence suggests Native people, in birch bark and dugout canoes, the latter more in evidence to the south and west, took swordfish and marine animals as large as whales.

A very few northeastern Native people would have seen but many more would have heard of exploratory visits along the shore by remarkable craft and people exemplified by: John Cabot in 1498, Giovanni Da Verezano in 1504, Estevan Gomez in 1525, Simon Ferdinando in 1579, John Walker in 1580, Etienne Bellanger in 1583, Bartholemew Gosnold in 1602, Martin Pring in 1603, and Samuel de Champlain in 1604 and in 1605. Contact by these Europeans with Native people was extremely limited. Beginning late in the sixteenth century another class of foreign visitor would occupy itself fishing and occasionally coming ashore on outlying islands and headlands to prepare its catch for shipment back to where they came from: France, Spain and England. Finally, most particularly in the eastern-most reaches of the Maritime Peninsula (now Maritime Canada), a final class of visitor began arriving with increasing frequency - Frenchmen came at the turn of the seventeenth century to trade manufactured goods for animal furs with Native people. Serious contact with Europeans had begun.

This increasing French contact had an indirect but significant impact on the people living in the Kennebec River region. The goods traded for furs included guns and ammunition, knives, axes and other novel and highly desired items. The incentive to provide more and more furs was intense - on both sides of the commerce - with the result that the eastern Native people needed to expand their supply faster than they could harvest it locally. In the first years of the seventeenth century, relations between the people living east of, say, the Penobscot River and their western neighbors deteriorated further to the point of frequent hostilities - with vastly superior weaponry often a deciding factor.

By the first few years of the seventeenth century, some in England concluded it high time to begin the commercial settlement of North America, a little later than their counter-parts in Spain (with early and significant settlements in Florida) and France (to the north and east). If the continent was standing in the way of sailing to the Far East, and if there was no apparent river or strait through it, it might as well be exploited for what it was worth. Natural resources of a fairly benign nature - furs, fish and trees - seemed a logical starting place even if precious metals had not yet been completely dropped as a hope.

The very early voyages of discovery were funded by states interested in projecting spheres of influence. By the time of our story, it was private ventures that put up the capital in return for entrepreneurial gain. In 1605, a vessel was outfitted and crewed for a reconnaissance cruise to Maine. Captain George Weymouth commanded the ship *Archangel*, had aboard one James Rosier as



An English merchant vessel of the early 17th century from The Sailing Ships; Six Thousand Years of History by Romola and R. C. Anderson, 1926.

a trained observer, and, together with 27 other souls, sailed for the New World in the very early spring. Rosier's account of the voyage is detailed and provides one of the early English first-person accounts of the place and the people of what would become one of England's first two settlements here.

Weymouth spent much of his weeks on this coast in the vicinity of the St. George River (below present day Thomaston) and amongst the islands one of which today is Allen Island. But he scouted to the west including into the Kennebec River in a shallop (called at least once by Rosier a "pinnesse"), carried knocked-down aboard ship, that they assembled on the beach in May after they arrived.

They also happened to kidnap five Native people just before they left for home whose names are thought to have been Nahanada/Dehanada/Tahanedo (a sagamore [leader] of a group that lived in the vicinity of Pemaquid), Amoret, Skidwarres/Skettawarros/Skicowaros, Manida/Maneddo, and Assacumet/Assacomit/Saffacomit (I give one or two of the most common English transliterations of their names). The English were able to lure two or three aboard the *Archangel* but had to wrestle two or three others (Rosier is not quite clear on numbers at this point), grabbing them by the hair. These people were brought home and three were "presented" to one Sir John Popham, England's Lord High Commissioner and two were "presented" to Sir Ferdinando Gorges, these presentees being among the most interested and well-connected in the nascent settlement activities. Surviving accounts and lore tells us that the Native people were well looked after even if not there out of choice. They were housed in their "hosts" homes and were, of course, not only a source of valuable information about their homeland, but also were of huge curiosity value. They were referred to as savages (or "salvages") by the story-tellers, with all the seventeenth century baggage of what one would call today ethnocentricity, religious intolerance and plain racial bias.

On April 10, 1606, King James I signed the first charter granting

(continued next page)

The Popham Colony (continued from page 4)

the right to establish colonies on the North American Atlantic coast, the charter referring to the place as Virginia, named after the Virgin Queen, Elizabeth I. The company was by royal decree divided in two: a so-called London Company had rights to settle the southern "half" in latitudes 34 to 41 degrees north; a Plymouth Company the northern "half" between latitudes 38 and 45 north. The overlapping 3 degrees, or 180 miles (from roughly mid-Chesapeake Bay to and including Long Island, New York, was to be claimed by the company strong enough to do so in the fullness of time.

In that spring, two vessels were dispatched to refine the Plymouth Company's location for a settlement. In August, 1606, Capt. Henry Challons in the *Richard* and 29 men together with two of the Native people captured by Weymouth (Manida and Assacomit) as guides, sailed a southerly route (via the Canaries across to the West Indies) against orders to the contrary and were captured by the Spanish off Florida on November 10. A second ship with Capt. Thomas Hanham (Sir John Popham's grandson) in command and veteran Capt. Martin Pring as master, left in October. They had with them the Pemaquid sagamore Nahanada. Hanham, leaving Nahanada in his homeland, returned to England in time to advise George Popham's group about the benefits of a Kennebec River location.

Thus, in June, 1607, Popham's two vessels left Falmouth, bound for the Kennebec River. On August 19th, 1607, 120 people, in *Gift of God*, a so-called flyboat, led by George Popham, and the ship *Mary and John*, a galleon, led by Raleigh Gilbert landed at Atkins Bay. They had with them the Native Skidwarres.

A word about seafaring at this time.

Native canoes were of two types: birch (primarily) bark and dugout. Dugout canoes were necessary, if not favored, to the south and west of the Kennebec River where birch was less plentiful or non-existent. They were much heavier than bark canoes but also much sturdier. The production started by felling a tree. Since Native people had no serious metal tools such as saws and axes, the manner employed was to build a fire around the base of the tree and dig at the charred area with stone tools until the tree came down. The potential vessel's length was established in the same way. Then fire was built upon the top of the log while the charred bits were scoured out with stone tools until a trough-like vessel was completed. Some dugout canoes were big enough to carry six or so people and their gear.

Bark canoes were what really caught the eye and the imagination of Europeans. These canoes were lightweight, sturdy and fast. They were perfect for exploiting the waterways of the interior and could be easily carried between rivers and streams. They had gunwales and bent frames as well as slat-like floors and ribs, much like modern canvas-over-wood canoes. The frames and slats that needed treatment for bending got it by being exposed directly to the heat of a fire rather than by steaming but to the same effect. The large bark strips were sewn together at the seams using strips of spruce roots. The seams were caulked by a concoction of fir gum, bear fat and charcoal and applied heated by fire. Bark canoes were made in all sizes, depending on their mission. Some were as long as 30 feet. Early European accounts of Native canoes under sail are not conclusive as to whether sailing was discovered indigenously or whether it was a quick adaptation of a very good European invention. There is no evidence that Native people made longer than coastwise voyages to trade or to fish.

Europeans by this time, however, had become world travelers. The principal European vessels (like the *Mary and John*) had evolved to a form called a galleon. Approximately 100 feet long, 30 feet of beam, and 15 feet depth of hold. A vessel of those dimensions would measure approximately 400 tons (a measure of cubic carrying capacity). They were rigged as ships (3 masts) and carried lower sails (courses) topsails and, possibly, royals



Weymouth's ship Archangel, anchored in the roadstead of Fisherman's Island, 1605 from Ancient Dominions of Maine by Rufus King Sewall, 1859.

only on the mainmast. The mizzen would have been rigged with a lateen-like sail. They were armed with cannon for self-defense.

The organization of a ship's company at this time would be familiar to a modern mariner: a watch officer and half the crew standing watches of four hours, ship's bells struck at the turn of a half-hour glass, magnetic compass in a binnacle. It wouldn't seem palatable today, but food would at least be recognizable: salt beef and pork, dried peas, hard and soft tack (bread). Items of ship's gear were relatively rude if perfectly serviceable: standing and running rigging of natural fibers (hemp), sails of linen, a whip staff instead of a wheel connected to the tiller connected to a rudder hanging on gudgeons and pintles, relatively high fore-castles and stern castles.

Navigation at the turn of the seventeenth century was really only lacking a method of calculating longitude. Other than that, ships had compasses, rudimentary charts, and methods of calculating latitude by measuring the altitude of heavenly bodies (astrolabes, back staffs and cross staffs) comparing results with increasingly sophisticated almanacs. Distances between places was increasingly known and with an idea of speed kept track of, estimates of time required for passages got better and better. Without the ability to measure longitude at sea, the basic manner of crossing oceans was to sail north or south to the latitude of one's goal and then sail east or west until one reached it. This would be the case for almost another 200 years before Harrison's invention of a seagoing chronometer.

Back to the story.

In reality, it's rather a small one. Popham and Gilbert's party landed their gear during August and set about building their fortified settlement, consisting of trenches and earthen embankments and several wattle and daub buildings to house their stores, their people and their officers. They made a stab at planting gardens but the soil can't have been easy to till and the summer was nearly over.

The absolute most interesting thing about Popham's settlement (other than the boat they built) was that the whole establishment was sketched in considerable detail by one John Hunt, a member of the party. Hunt dated his drawing October 8, 1607. He was on board the *Mary and John*, it having left Maine two days earlier, leaving behind 65 of the party of 120. The drawing disappeared into the mists of time and was rediscovered in a Spanish archive. It was to form the basis of an archeological survey of the area begun in the 1990s by Dr. Jeffrey P. Brain. Brain used the drawing ultimately to first locate the basic footprint of the settlement and then to prove that much of what Hunt drew was actually built - precisely to scale - and some was not. Presumably Hunt had drawn the master plan for what was

(continued on page 7)

Watermen of Merrymeeting Bay

By Nathan R. Lipfert, Curator & Library Director

In September we celebrated the opening of a new exhibit documenting hunting and fishing in Merrymeeting Bay. It is a bit different than our usual exhibition in that it features the photographs of a living photographer, Heather Perry, who has been documenting the activities of watermen on the Bay since 2000. Heather, who lives in Bath, is both a marine biologist and a professional photographer, and is comfortable taking aerial pictures and underwater pictures as well as sea-level shots. Her stunning color photographs show the physical geography of the Bay, the practice of modern waterfowl hunting, and the building of gunning floats in the boatshop of Harry C. Prout. Mr. Prout is one of the few builders still turning out Merrymeeting Bay boats in wood (his craft are also sheathed in fiberglass).

One of Harry C. Prout's gunning floats is part of the exhibit, along with two from the Museum's collection of similar boats. Also in the galleries are historic photographs of hunting and fishing in the Bay, hunting paraphernalia, and part of Linwood Rideout's collection of decoys used and made by Merrymeeting Bay guides.

Merrymeeting Bay is a 9,000-acre freshwater tidal estuary. An estuary is the part of a river where the river's current and the ocean's tides both have an effect. Two large rivers, the Kennebec and the Androscoggin, meet in Merrymeeting Bay, draining 9,700 square miles of Maine and New Hampshire. Four smaller rivers also run into the Bay - Abagadasset, Cathance, Eastern, Muddy. When these rivers leave the Bay through the Chops,

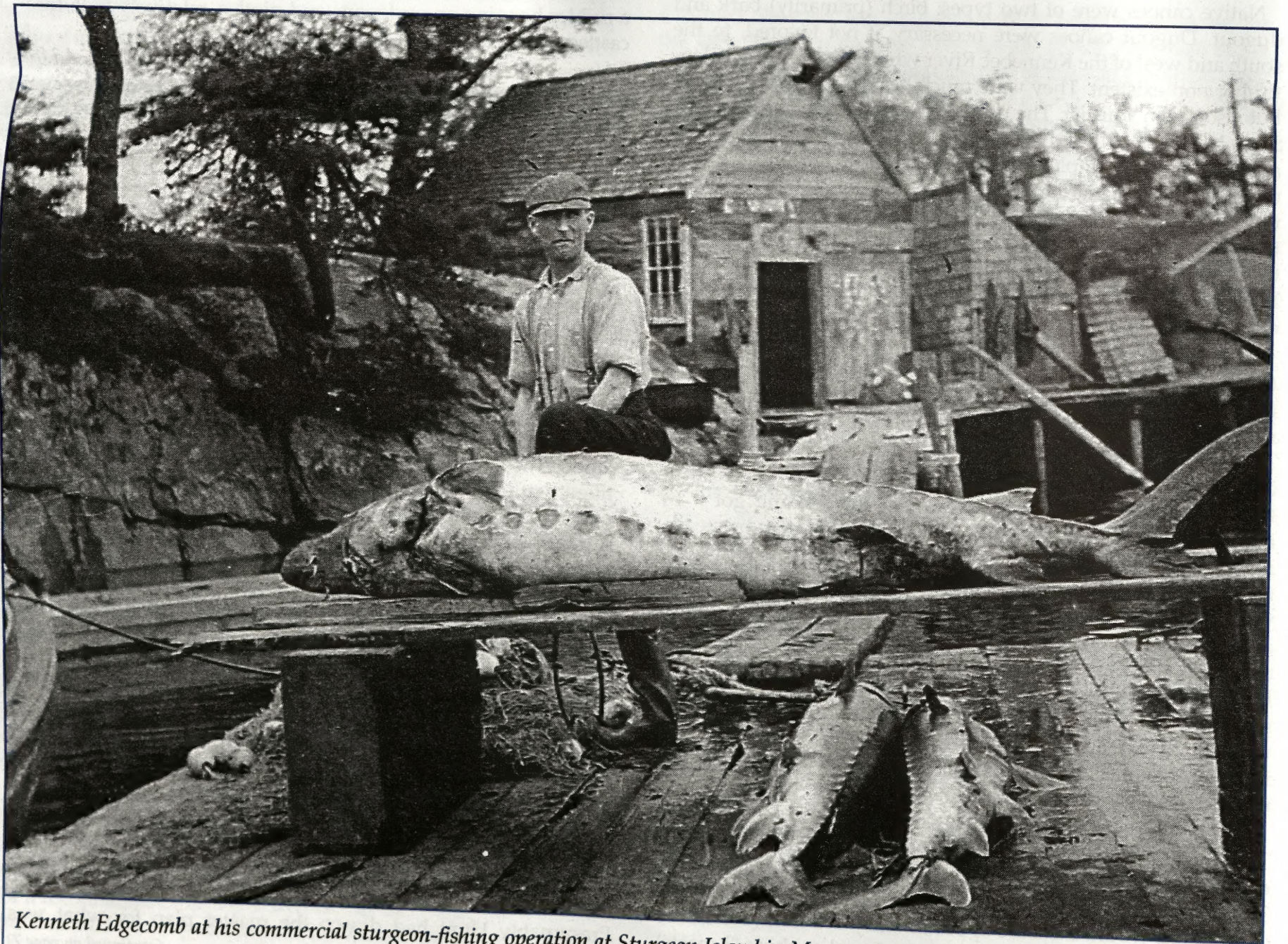
they are called the Kennebec River. Although the Bay sees the regular reverse of current forced by the tide, the water remains fresh above the Chops.

The tidal flats of the Bay grow many acres of wild rice and other plants which provide food for waterfowl. Many species of ducks, geese, and other birds stop there during their migrations. There are even stories that local landowners planted the wild rice to attract the birds.

The Bay has seen very few industrial activities over the centuries. Instead, people there developed a self-sufficient way of life focused on farming, fishing, and hunting as ways to directly put food on the table. Even people without large farms could get by, earning a few dollars by selling fish they caught or ducks they shot. In the winter they could go ice fishing or cut ice for the ice houses.

In the 20th century, market gunning for ducks became illegal, but the fame of the Bay's thousands of migrating birds had spread to sportsmen. Watermen discovered they could earn money as hunting guides, providing gear, blinds, boats and expertise to the sports, renting rooms and cabins, and cooking meals. Some of this activity continues today, although affected by the reduced numbers of ducks. A few members of new generations continue to learn the traditional ways of Merrymeeting Bay.

The exhibit will continue through September 18th, 2005.



Kenneth Edgecomb at his commercial sturgeon-fishing operation at Sturgeon Island in Merrymeeting Bay, about 1900.

The Popham Colony (continued from page 5)



"Indians and Canoes, Bar Harbor, Mt. Desert" ca. 1870. Photo by B. W. Kilburn, Littleton, New Hampshire. A good illustration of Native birchbark canoe construction.

called Fort St. George. The archeology, incidentally, is a virtual time capsule of one year across 1607 and 1608 since after that the site was not to be inhabited for two hundred more years and then without much disturbance under the surface. It has yielded a small trove of interesting objects.

Sometime during the month of October, the Popham party distinguished itself by building a boat - a pinnace - under the guidance of the group's boatwright, a man called Digby of London. We know only that the pinnace measured 30 tons. It is thought most likely to have been built from scratch from materials found ashore (unlike Weymouth's kit shallop) except for the necessary metalwork and the sails which they would have brought from England. They called it *Virginia*, and it is likely the first vessel built by English-speaking people in the Western Hemisphere. We don't know much else about the dimensions or even the rig of the pinnace except that John Hunt included in his sketch of Fort St. George a rendering of a pinnace. Much of what Hunt drew has been proven to be spot-on accurate and it is not unreasonable to assume his version of this pinnace is representative. In any event, boat types of this era were fairly formulaic. *Virginia* was likely 50 or so feet long and 14 or so feet of beam, had a square stern and would have been fully or partially decked over. She might have had a sprit sort of rig (as in Hunt's drawing) and might even have had an alternative square rig for ocean sailing. Indeed, *Virginia* would sail home for England with the departing settlers the following autumn and would again sail back across to Jamestown with a replenishment squadron in 1609.

On December 16th, with the arctic air beginning to blow across Maine, the little *Gift of God* sailed for England with 20 passengers and 33 masts via the Azores. She left a force of 45 to winter along the Kennebec.

Suffice it to say it was a terrible winter. It is known that it was particularly bitter cold. Supplies ran low. Relations with Native neighbors proved disastrous if not fatal. To top it off, George Popham, the group's leader, died in February, leaving 24 year-old Raleigh Gilbert, nephew of Sir Walter Raleigh, in charge. He was not a natural leader.

When the *Mary and John* returned with relief supplies in July, 1608, she found despondency and brought critical news. Sir John Popham, one of the company's principals had also died in England. Furthermore, Raleigh Gilbert's brother, the eldest and

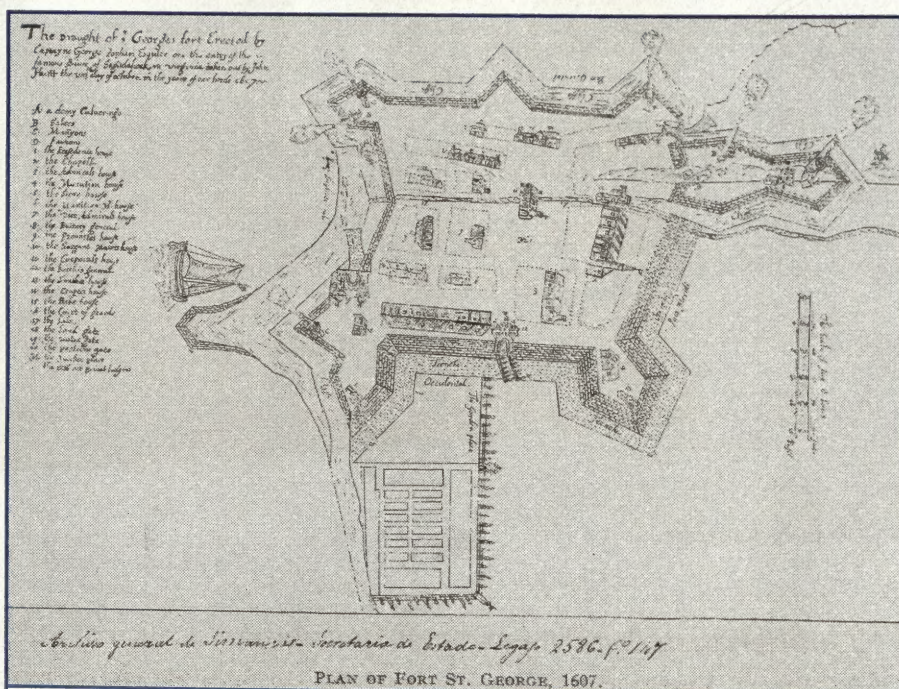
therefore the inheritor of the family estates had died as well, leaving young Raleigh the lord of the manor. Faced with the alternative of carrying on in this desolate circumstance versus running the family estates he not surprisingly chose the latter.

Thus, leaderless, cheerless and with dim prospects for the future, everyone packed it in and, on September 30, 1608, the little squadron of *Mary and John* and the pinnace *Virginia* weighed anchor and sailed away forever, abandoning Fort St. George which they likely burned as they left rather than have it used by the Natives, the Spanish or the French. The Plymouth Company would later dissolve. It would be 13 years before a different kind of colonist arrived on the *Mayflower* to land at and then inside Cape Cod by which time New England began being settled by English people in earnest.

This chapter of the Native people's story was horribly ended during that same following 13 years. The strife mentioned earlier between the eastern and western people broke out into real warfare. Incursions from the east resulted in the killing of at least one of the most powerful western Maine leaders that resulted in the destruction of a form of loose order amongst the Abenaki. Additionally, and most cruelly, during approximately 1616 and 1617 it is estimated that as many as 90 percent of the Native population of the Maritime Peninsula coast died as a result of raging contagious disease. Europeans, living in dense cities where diseases such as bubonic plague and viral hepatitis could flourish, brought these to a people that had no such disease and therefore absolutely no defense against them. Entire communities were completely wiped out. The surviving Native people of the lower Kennebec River (then called the Sagadahoc River), sometimes referred to as the Wauwenocs, and who would have been the indigenous people with whom both Weymouth and Popham dealt, effectively abandoned their traditional land and moved north to join up with the Native people of the St. John and the St. Lawrence.

We don't know what became of the Native people kidnapped by Weymouth. Those that were captured by the Spanish on their trip home with Captain Challons may have found their way back to England if not home. Nahanada and Skidwarres, we know, came home. Another Native person, called Squanto, is often cited as having been one of those kidnapped by Weymouth. Squanto would figure in the Mayflower story. But, frustratingly, there are large gaps in the record, including the fact

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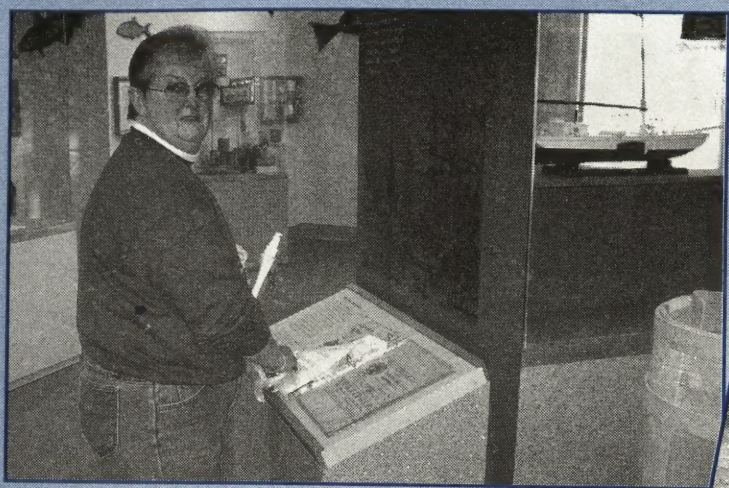
John Hunt's drawing of the plan for Fort St. George, dated October 8, 1607, from *The Beginnings of Colonial Maine, 1602 - 1658* by Henry S. Burrage, 1914. Note the representation of a rigged pinnace (*Virginia*?) to the left (in fact, south).



Quartermasters' Day - October 16th

Quartermasters are a particularly dedicated group of museum volunteers who delight and specialize in tackling particularly hard, messy or tedious tasks twice a year in the spring and the fall.

Clockwise from upper right: Phil Maione with new Volunteer Coordinator Ann Harrison; Bob Trabona, Jim Sidell and Norm Hamlin; Jason Morin, Dave Varney and Nathan Lipfert; Mike Footer, John Webster and David Weiss; Jon Brandon; Tina Sawhill, Peg Williams and Joan Drake; Hank Horn, Dave Boulette and Jack Conner. (Annie Wilcox photos)



Quartermasters' Day - October 16th

Clockwise from upper right: Anne Swift, Jim and Joan Drake, John Webster and Chuck Booth; Bill Potter, Chuck Booth, Elizabeth and Karen Smith and Tom Wilcox; Carol Hussa, Joyce Johnstone and Buzz Sawhill (Lou Harding in background); Betsey Varney. (Annie Wilcox photos)

New Volunteer Coordinator

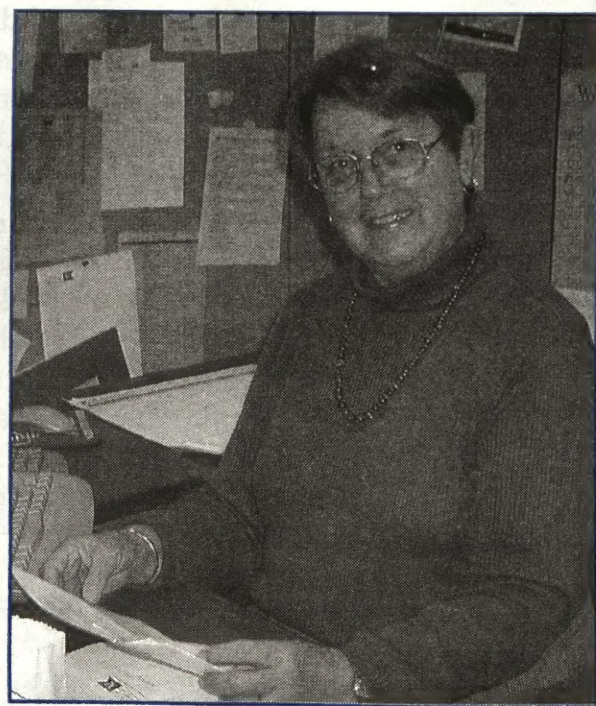
The Public Programs department is proud to announce the newest member of our staff: Ann Harrison. Ann will be filling the role of Volunteer Coordinator and comes to us with a great deal of experience and expertise. She has had a 20-year career in the non-profit sector where volunteer recruitment and retention have been a priority. Ann served as a Regional Field Director with the American Heart Association for nearly 12 years and has also worked with the Maine Department of Education, Maine Bar Association, and Old Fort Western.

A native Mainer, Ann has deep historic roots in this state including links to maritime history in the colonial period and in the War of 1812. During WWII Ann's mother christened the BIW destroyer USS *Cony*, which was named for an ancestor who was a Civil War Naval hero. Her great-great grandfather was owner of nine ships that plied the waters from Eastport to the far corners of the earth. Ann's husband Millard also has a seafaring heritage which can be seen in a painting within the Museum's collection *The Rebecca Crowell Rescue at Sea*.

Ann has two children, and four grandchildren. Her son William, a graduate of Maine Maritime Academy, who served in the Merchant Marine as a first mate for nearly 15 years,

is currently an investment counselor with Camden National Bank. Her daughter Jill, a professor at URI, lives in Jamestown, Rhode Island and is married to a professional yachtsman.

Depending on the time of year, when Ann is not busy here at the Museum coordinating 175 active volunteers, she can be found either at Christmas Cove spending time with her family aboard their 27 foot Tartan or skiing on the slopes of Sugarloaf. It is easy to see Ann will be a wonderful fit for this institution and with our volunteers. We welcome her aboard and look forward to working with her in the years to come.



Highlights from Exploring Chesapeake Bay

By Jason Morin, Manager of Education

A great time was had by all who took part in the Museum's trip to the Chesapeake Bay region led by Charles and Miriam Butts of Travel Seminars. The group of twenty participants departed the Museum on Thursday October 14th. As the crisp fall air stirred the leaves in the Museum parking lot, participants boarded a bus to take them to the Manchester airport where they boarded a plane for Baltimore. Shortly after arriving they walked to the Maryland Historical Society's Fells Point Maritime Museum.

On Friday the group toured the Philip Merrill Environmental Center where they watched a presentation on the "Save the Bay" program. They then visited the Annapolis Historic District and toured the William Paca House, built in 1765. William Paca served three terms as governor of Maryland and was also a signer of the Declaration of Independence. A short walk lead the group to the nearby Hammond Harwood House, built in 1771 and considered one of the finest examples of Georgian architecture in colonial America. Designed by the British architect, William Buckland, the house contains an amazing collection of portraits by the Peale family. The group's next destination was a visit to Preble Hall, the U.S. Naval Academy's Museum where participants saw the world-famous Rogers Ship Model Collection. This stunning collection consists of over 100 models of sailing craft of the 1650-1850 era. While at the Naval Academy the group visited the Academy's chapel and the crypt of John Paul Jones.

Saturday morning saw the group taking part in a guided tour of the Chesapeake Bay Maritime Museum and its complex of 23 buildings that contain interactive exhibits on boat building, oyster fishing, decoys, and the fully restored 1879 Hooper Strait Lighthouse. Possibly the highlight of the trip was a sail aboard the *H.M. Krents*, an authentic 70-foot working skipjack. The *H.M. Krents* is sloop rigged with a 15.5ft beam and draws a mere 4'10" with the centerboard up and carries nearly 2000 square feet of sail. Built in 1955 along traditional lines for the commercial oyster dredging fishery, her beamy design creates a stable and pleasurable ride.

Sunday as the group prepared to journey back to Maine their final adventure for this trip was a crossing of the Tred Avon River on the Oxford-Bellevue Ferry which claims to be "Americas oldest privately owned Ferry" in operation since 1683. The group returned to Maine with warm memories, exciting tales to tell and a new appreciation for the Chesapeake Bay region. A special thanks to Charles and Miriam Butts for all their efforts to make this a successful adventure.



Kip Stone and Artforms in Boston Harbor, June 15, 2004, after winning his class in the single-handed Transatlantic Race. Photo courtesy of Onne van der Wal.

Save the Date!

What: Lecture, Dinner and benefit Auction

Where: Maine Maritime Museum

When: Thursday, December 9

The Museum will feature a lecture by yachtsman Kip Stone to anchor its 2004 benefit gala. Kip will regale his audience with the remarkable story of his record-breaking finish in the single-handed Transatlantic race this past summer.

Kip grew up in Marblehead and as a toddler was stowed below decks of his parents' sailboat as they raced around Marblehead Harbor. He first learned to sail on the Sheepscot River in a Dyer Dhow and, as he grew up, so did the boats he had an opportunity to sail. By the time he graduated from high school, Kip had raced and cruised extensively up and down the coast of Maine and New England.

In 1981, Kip was presented with his first chance to sail offshore and soon discovered that life on the high seas offered him a challenge he wasn't finding in school. A one year break from college turned into four years during which time he logged 50,000 nautical miles and raced extensively on the maxi-boat circuit. Along the way his imagination was captured by the emerging "Open" Class boats and the challenge of racing offshore single-handed. After finishing college in 1987, he moved to Maine determined that one day he'd head back to sea in the boat of his dreams, a state-of-the art Open 50. Trusting his entrepreneurial instincts to guide him, he launched three businesses: Down East Urchin, Artforms and Cool As A Moose.

Fifteen years later, with a sufficient kitty built up courtesy of success in his business ventures, in the fall of 2003 he launched his Owen/Clarke Design *Artforms* in Sydney, Australia. After sailing the boat halfway around the world to the start of the 2004 Transat (Transatlantic Race), he won the 50' class and established a new record over the 2,900 nautical mile course from Plymouth, England to Boston. In his presentation on December 9th, Kip will chronicle the time from the boat being built until it crossed the finish line in Boston, and will tell a story of how he followed his dream to the sea.

Watch for your invitation in the mail and plan to join us for this exciting presentation and an opportunity to be the winning bidder for an evening sail with Kip on board *Artforms* (as well as many other wonderful items!).

Lofting Virginia

By Jason Morin, Manager of Education

In 1607 a group of 100 English settlers established a fragile foothold at the mouth of the Kennebec River. The settlement was a failure but under the supervision of it's shipwright Digby, it built what is believed to be the first ocean-going ves-

sel built by English-speaking people in this hemisphere.

A non-profit group called Maine's First Ship plans to build a replica of the *Virginia* here at the Museum launching her in time to celebrate the 400th anniversary of the Popham Ccolony. The new *Virginia* will symbolize the birth of Maine's ship-building tradition. She will be used to increase the public's awareness and understanding of Maine's place in early European exploration and involve them with programs devoted-

(continued next page)

Lofting Virginia (continued from page 10)

ed to that purpose.

Over the past several weeks shipwright Rob Stevens and John Gardner began the process of building the replica by lofting her lines in the Museum's Percy & Small shipyard Mould Loft. The team also serves as a wonderful live exhibition for the Museum as curious visitors often interrupt their work armed with questions. Once the lofting is completed the temporary floor on which it was done will be removed and used to make patterns (moulds) for the vessel's construction. Maine's First Ship is in the early stages of fund-raising for the building and endowing of the Virginia.

Shipwright Robert Stevens and John Gardner work on lofting the sheer line of the Virginia of Sagadahoc.



Museum CAMP-IN 2004-2005: Gold Rush!

By Tad Lyford, Education Coordinator

Eureka! The California Gold Rush of 1849 electrified people like no other event in history. People from all over Europe, North America and China left for California in 1849, forever altering the face of California and North America. In New England people left behind successful careers to try their luck in the gold fields, many of them having no idea what they were doing or how to prepare for the adventure ahead.

James Marshall discovered gold near John Sutter's sawmill on the American River in the Sierra Nevada Mountains, near Coloma, California, on January 24, 1848. This gold discovery was reported in the newspaper *California Star* on March 25. In May, Sam Brannan, a Mormon pioneer, brought a bottle of gold dust to San Francisco, running up and down the streets shouting "Gold! Gold! Gold from the American River!"

The news took some time to reach the east coast of the United States. On December 5th, 1848 President James K. Polk confirmed the news of California gold in a speech before Congress. However, gold seekers, who became known as "Argonauts" had already left for California from the East Coast the month

before. In 1849 alone, more than 500 vessels departed the Atlantic and Gulf Coast ports of the USA bound for San Francisco. Of this number around 60 were from Maine.

The Gold Rush ran from 1848 to 1856. California had only just been ceded from Mexico in 1848, and attained statehood on September 9, 1850. In the first two years of the Gold Rush, 90,000 people went to California from all over the world. More than 300,000 followed by 1854. This quickly turned San Francisco from a sleepy backwater into a raucous city of great diversity.

And how much gold was taken out of "them thar hills"? Between 1848 and 1856, \$465 million in gold was removed from California, \$10 million of this in the first year alone, and an average of \$40-\$60 million over the next few years. Many of the fortunes were made and lost in a short time. Those who did obtain lasting wealth were not miners, but those who supplied them, such as Levi Strauss and Sam Brannon.

This fall Boy and Girl scout troops have the opportunity to have fun and learn about Maine's participation in the California Gold rush in one of our Scout Camp In weekends. Scouts arrive

(continued on page 12)

The Popham Colony (continued from page 7)

that Rosier doesn't list a name that is faintly like Squanto or Tisquantum as he is also sometimes referred to. In any event, his is a very interesting but another story.

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It being the author's turn to write an article for the Fall newsletter, he thought it would be interesting to learn more about the lay of the land just before George Popham's small fleet arrived in Maine in the summer of 1607. In addition to making sure he had the basic facts of the Popham story correct, the author, naively it turns out, wanted to put names and faces on the Native people who, possibly from atop present-day Sabino Hill, enjoying the summer weather and taking in Pond and Seguin Islands to the south and Atkins Bay and the Kennebec River to the north, watched the two English ships sail into the river on the tide, turn west for a few hundred yards before rounding up and anchoring. How many native people were there? What was their ethnic, cultural or language identity? Who were their leaders? What was their life like? What did they know or think about this particular group of Europeans, who can't have been the first they had seen or even dealt with? And, what about George Weymouth's kidnapping of a number of native people and taking them back to England a few years earlier?

Learning about the ill-fated Popham Colony was no problem. Its

(interesting) brief life and times are set forth above. As for the kidnapping, it most assuredly did happen and the most commonly understood elements of that story are also presented herein.

The Native story is the sketchiest – for several reasons. First, the sixteenth and early seventeenth century European explorers had extremely limited contact with native people and surviving early records of that contact is of the most basic nature – numbers of hunters/warriors (men only), numbers of canoes, etc. Second, Native people obviously did not have a written language and when their numbers were devastated at the very beginning of European contact, much of their history – as they knew it – vanished forever. Third, the modern understanding of pre-European-contact Native life was only codified by serious study of native culture after several tens of generations of contact with Europeans, and then by the cultural descendants of English colonists, long after devastation by disease, internecine warfare and physical encroachment by waves of immigration throughout the seventeenth and early eighteenth centuries – the record of the moments of early contact were fairly erased by then. Finally, a current generation of archeologists is questioning much of this version of Native history anyway. Nevertheless, the author attempts here to present the least contentious details of the Native people at the time of the Popham Colony.

Puzzler From The Library

Nathan R. Lipfert, Curator & Library Director

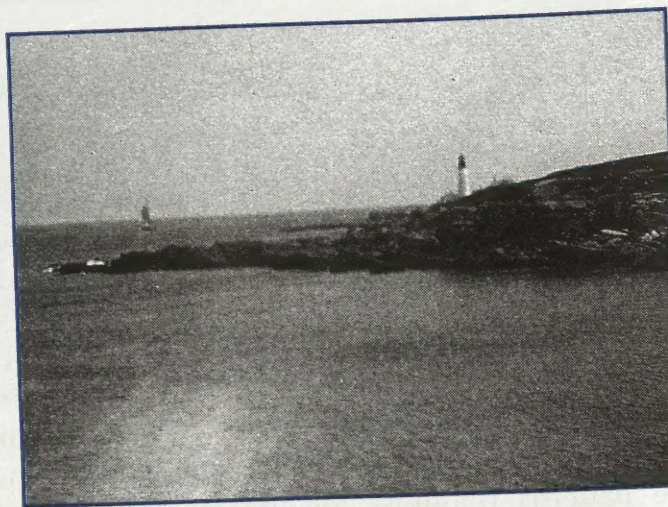
A New Puzzler, in Four Parts: These four pictures were purchased (for a modest figure) as part of a box lot of photographs at a local auction. They are a set, with the same mounts and handwriting, and you will notice that they have identified locations and dates, unlike most Puzzler pictures. However, we doubt that the date can be as early as 1878, because of the inclusion of a schooner-barge and a four-mast schooner in the shots. Because of the appearance of the originals, we suspect that the pencil-written information on each one was transferred from something else, like the backing of a picture frame. Perhaps the date was actually illegible and the transcriber took a guess. They could be from 1888, although that is still pretty early for schooner-barges in the Portland area. They could also be 1898, or even 1908. If you have anything to contribute about the date of the pictures, or any other details, please reply to Nathan Lipfert, (207) 443-1316, extension 328, or lipfert@bath-maine.com, or at the Museum's mailing address.



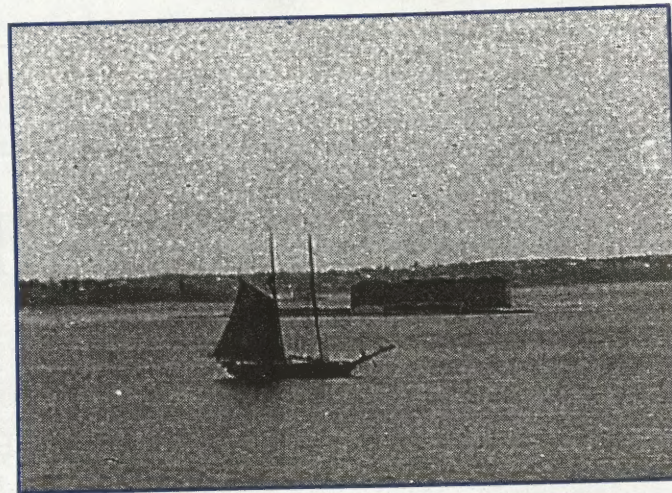
(1) "Portland Harbor (From Grain Docks) Looking East. July 10, 1878." [Unlikely to be before late 1880s, because of the three-mast schooner-barge seen at the left; these were not seen on the Maine coast earlier. A note dated 5/20/27 on this picture indicates confusion about the rig of the nearest sailing vessel. It is a stone sloop, probably from Chebeague Island, and her boom-derrick is rigged, for handling her cargo of granite. The photograph is not likely to be later than 1916, when the M. M. Hamilton was converted from a sloop to a schooner.]



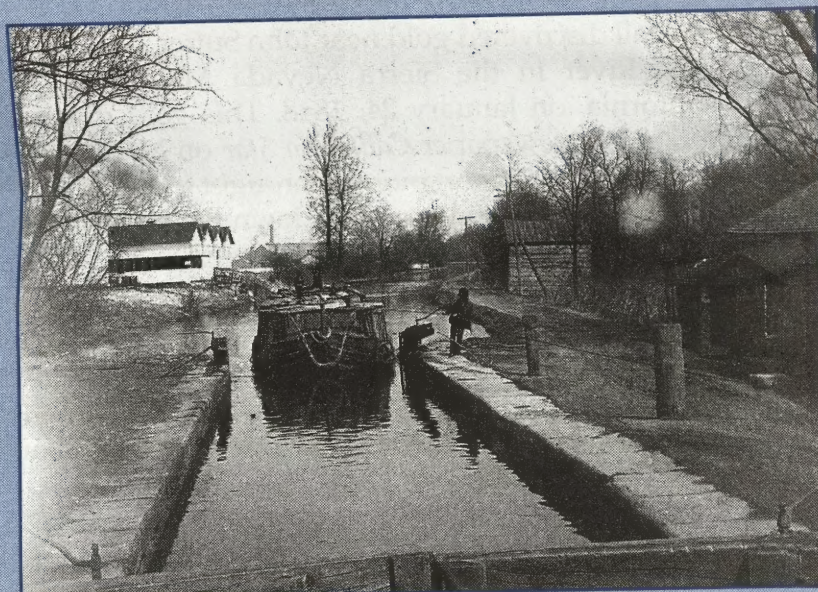
(2) "Portland Harbor (Looking East) July 10, 1878." [Date is highly unlikely, because of the presence of a four-mast schooner. The first vessel constructed on the East Coast as a four-mast schooner was built in 1880. This is either an extremely rare photograph of some earlier experiment with the rig, or it is later than 1880.]



(3) "Portland Head Light, July 10, 1878 (From Fort)." [Date unlikely, simply because the photograph appears to go with the others above.]



(4) "Portland Harbor (To Fort Gorges) From E[astern] Prom[enade], July 10, 1878." [Again, date unlikely because of the association with the pictures above.]



Last Issue's Puzzler: Member Allan Houghton has been looking to see whether he can identify this as an early photograph of the Songo Lock. It could also be one of the locks in the Cumberland & Oxford Canal system, which also lasted into the era of photography. One of these days, we'll trip across the answer.

Museum Camp-In *(continued from page 11)*

at MMM on Saturday evening at 6:30, and begin the program. Accommodation is provided in the Galleries or Long Reach Hall, with breakfast first thing Sunday morning.

While they are here scouts learn about "museum manners" and basics of museums and artifacts. Over the course of the program, which lasts until 10:30 Sunday morning, we will make Gold Rush brigantine models and personal journals in which to record their adventures. We will also play the "Artifact Game", paw through the contents of a sea chest, experiment with seagoing fare, and plan a Forty-Niner's trip to California. This includes equipping

the miner, as well as plotting the trip via the three possible routes: Round Cape Horn, across the Isthmus of Panama, or across North America. The problems, perils and advantages of each will be discussed. As much as possible we will draw upon participant's journals, diaries, letters and artifacts from the Museum's collection.

In sum, the experience highlights a fascinating part of American history, but also exposes the scouts to the glories of Maine Maritime Museum to a great depth. It also offers a rare opportunity for our visitors to fully immerse themselves in the museum and its collections.